ENVIRONMENT STATEMENT

APPENDIX 2 - TRANSPORT IMPACT ASSESSMENT

SITE	Grove Farm, Grove Road, Gissing, Diss, IP22 5XA
APPLICANT	Kevin Jordan, PCA Cullum & Partners, Grove Farm, Gissing
APPLICATION	New Pig Building with covered muck store extension at Grove Farm, Gissing

INTRODUCTION

This Transport Impact Assessment has been prepared to accompany full planning application for a new pig building at Grove Farm, Gissing.

Its considers any potential impact of transport both during the construction phase and operation phase from the proposed development on the local and wider community and to demonstrate how any impact can be minimised through best available techneices and site management.

Grove Farm currently has a capacity to house 1996 fattening pigs

The existing buildings are located at the north west end of the yard, furthest away from the settlement areas of Gissing. The proposed building will be set between the existing pig buildings and the workshop keeping the proposed building within the existing farm yard footprint, increasing capacity to accommodate 2996 fattening pigs.

Pigs are brought to the site at 30kg and leave at 120kg

5 batches of pigs are on the site in a year. Vehicle movements arise from livestock movements on and off site, feed lorries and staff. Movements for straw (Bedding) and manure/dirty water management are kept to a minimum by using majority of the land accessed via the farm yard.

Vehicle movements are encouraged to take the main route from the village, along Burston Road to Gissing Road, to Station road (Burston) and into Shimpling, then out to the A140.

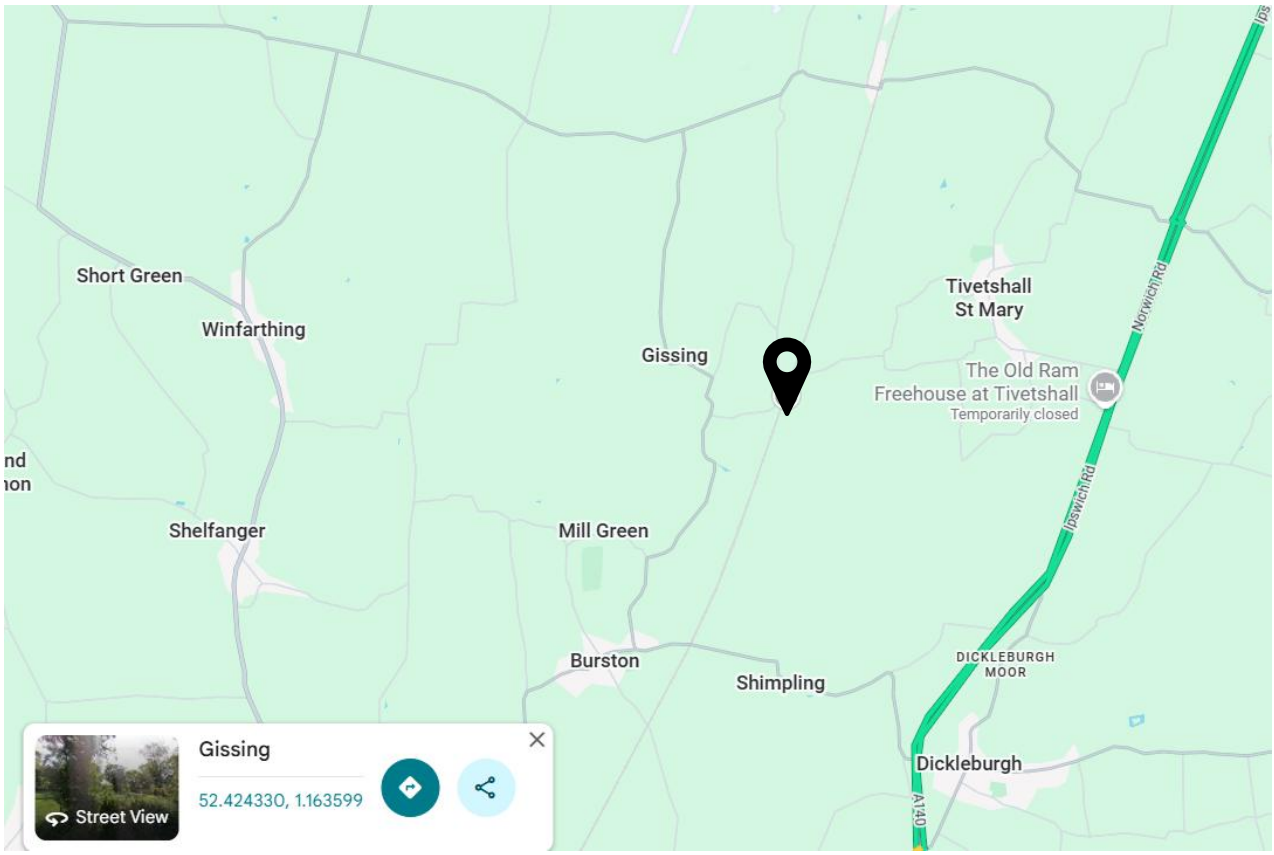
METHOD OF ASSESSMENT

Using existing figures for lorry and vehicle movements on and off the site for the pig unit. The proposed building is the same size as the previous 2 pig buildings and therefore known.

SITE CONTEXT AND DESCRIPTION

Grove Farm is an established livestock and arable farm, located on elevated land with heavy drought resistant soils. Grove Farm is accessed from Grove Road (single track - no through road - with access to two houses and culminating at the entrance to Grove Farm). Grove Road is accessed from Rectory Road which is accessed from the main route through Gissing – Burston Road on the West end, or Long Row (B1134) on its North End.

The rural village of Gissing has unlit highways. The Long Row (B1134 is a 3 minute journey from the site, and the A140 is approximately 5 minutes from the Rectory Road/Long Row Junction.



Previous advice has been for the main access to the site be via Rectory Road, Burston Road onto Gissing Road (Burston), through Shimpling onto the A140; keeping to the main HGV route through the villages.

The proposed buildings will be situated alongside existing buildings and within the close proximity of the livestock infrastructure.

Majority of the manure and dirty water management is carried out from the yard without entering into the local highways.

BASELINE TRAFFIC

No amendments are required for site access. An established access already services the site.

Peak traffic on Rectory Road is Monday to Friday 8.45am -9am and 2.45 – 3.05pm

Rectory Road is not part of the local bus route, but has occasional walkers, routine dog walkers and occasional cyclists. It should be noted that a footpath exists and is heavily utilised that takes walkers and dog walkers off Rectory Road near the junction of Glebe Road and across the arable field and into School Meadow to the centre of the village.

Current HGV movements for the pig enterprise in 2025 :-

Pigs In	Pigs out	Feed Deliveries	Date
	6	6	December 25
		4	November 25
4	3	4	October 25
	7	5	September 25
	1	6	August 25
		5	July 25
		3	June 25
	3	4	May 25
2	9	3	April 25
	1	6	March 25
4	5	3	February 25
	6	6	January 25
10	41	55	

The pig operation also attracts 1 or 2 staff vehicles daily, and Vet/Inspector visits (sporadic), and occasionally operatives for repairs – however the latter is low as the applicant is a mechanical engineer and undertakes the majority of repairs himself.

The arable farm has staff movements to and from the farm and seasonal operational movements of tractors on and off the site, however, majority of their land is accessible from

the yard without entering onto the highway. Higher volume of farm traffic is created during peak season – harvest and pulling down the land for the next season. (depending on the weather June/July start for harvest).

PROPOSED CONSTRUCTION TRAFFIC AND MITIGATION

The target for completion of the construction phase is 6 weeks.

- Ground works being completed by the applicant reducing staffing travelling to the site
- Much of the groundwork material is already on site, the applicant keeps any hard standing materials for future use, reducing the need for material delivery
- Building Materials HGV deliveries – Less than 30 deliveries. This will be managed for storing on site, rather than ordering last minute
- Construction is not expected to take place over weekends or bank holidays and during the working week it is expected 7.30am to 5pm on and off site.
- Construction traffic and deliveries will be routed via the Gissing/Burston/Shimpling route to the A140 as below, which is an already utilised by HGV and Tractors
- No abonormal loads or abnormal earthworks required
- Drivers of HGV's are all experienced and will be aware of the quiet county lane closest the site



Traffic route to and from the farm

PROPOSED OPERATIONAL TRAFFIC AND MITIGATION

- **Access -** There are no changes to the access arrangements of the site. The site is set around 325m from the Highway entrance. The driveway is hard standing from the highway through to the end of the yard. There is a footpath FP11 shown on the Norfolk County Council Definitive Map which accesses from Glebe Road along side the railway track, across a section of field and follows to the farm track which enters the edge of the farm yard (a total of 475m) the footpath ends at this point (100m away from the proposed pig building and manure extension store). This footpath has not, in the families memory, been used as it ends rather than looping to a highway or additional footpath. The entrance to the footpath is blocked by palings and a locked paling gate by Network Rail.



FP11 – Restricted access. Gate has an inaccessible lock

- **Parking and Manoeuvrability** -The yard has adequate space for all parking and turning for staff and agricultural vehicles associated with the existing agricultural operations and the pig fattening business and for the addition of the additional proposal.

- **Servicing and Delivery** -
  The increase in livestock numbers means an increase in transport movements.
  HGV movements will increase as follows:-
  Current 106 movements annually
  Proposed 143 movements annually
  The addition of a further pig building does not increase the number of HGV movements by half of the current movements. The addition of the increase in numbers of pigs allows movements to be created where HGVs are organised to be fully loaded and less part loads, the business will be able to create a more sustainable and efficient use of resources.

  The farm operates every day with times according to season/weather and the agricultural necessity. The farm does not operate an open and close time and is not open to the public.

  With the increase in pig numbers on the farm the farm will be able to change 2 part time jobs to 1 full time and 1 part time.

SUMMARY & MITIGATIONS

Construction phase traffic

- (Target build time 6 weeks) will be directed via an established route, avoiding use of quiet country lanes as much as possible.
- Build materials to be brought to site and stored, avoiding last minute deliveries, with some groundwork materials already on site and stored for use on farm
- Use of on-site farm machinery (loaders, tractors and trailers) for most of the internal work and transport of materials
- Use of on-farm labour and machinery, reducing reliance on external contractors

Operation Phase Traffic

- Manure, dirty water and straw stored and managed on-farm by farmer, reducing need to use local network for access to surrounding fields where possible
- 1 additional staff member travelling to site. Creation of one 1 full time job from part time staff and a part time member. This is in addition to the applicant
- Feed and pig delivery HGV use route via Burston and Shimpling to A140 where possible, an established transport route
- HGV management and farm management to ensure minimum full load lorries maximised